

INTIMATION



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The Daily Press.

HONGKONG, FEBRUARY 15TH, 1906.

THE STATIST OF Jan. 13th states that the Chinese Government is negotiating with a group of British and German banks for a large loan for the construction of railways. This is very interesting indeed, and we are prepared to accept it also as a very significant fact, but not with quite the same significance attached by our well-informed financial contemporaries. It is quite certain that China will not obtain this foreign capital from the banks without making ample concessions in the way of security, such as the Cantonese people have just been fighting the Viceroy for, and more. Apparently the Viceroy has not had its attention drawn to the object lesson in Kwangtung which would have enabled it to avoid the confusion incidental to adherence to the threadbare and now misleading phrase, "the awakening of China." Until foreign critics at a distance become alive to what we have often pointed out, and what should be obvious, namely, that China cannot be correctly spoken of as one entity, animated by any one feeling at a time, this confusion will continue to permeate their well-meant discussions. It seems stupid and unnecessary to repeat that China is both awake and asleep. MARK TWAIN has an amusing account of "Siamese Twins" and their troubles. One half of the dual creature, so to speak, was a testator; the other frequently got drunk. One "homicorp" to coin a useful word—was a misanthrope; the other a lover. That is the idea of China which must be inculcated in order to arrive at a better understanding of the modern situation. China is awake to the necessity of railways; but the actions of Viceroy SHUN,

typical, by the way, of the Central Government, make us suspect that the official "homicorp" and its public twin are not equally alert. Somebody is only half awake. Thus the *Statist* remarks: "They have decided against granting concessions, and they desire to keep all the railways in their own possession." Our contemporary earlier speaks of "interested foreigners of the worst type" who exaggerate the follies and crimes of China; and now says both the decisions quoted "are described by the kind of foreigners referred to as evidence of the wickedness of the Chinese. There is nothing wicked, or even foolish, in those decisions, were it not that the Chinese Government has not the competent persons for constructing and managing railways." Exactly. There was nothing foolish in ROBINSON CRUSOE's decision to build a boat, were it not that he was unable to get it to the sea when built. There is nothing wicked or foolish in China's desire to have railways, and to own them herself; but we have just seen a case of folly (with which no "interested foreigners" had anything to do) in Kwangtung. China was very noticeably awake here. Official China was awake to the urgent need of the Canton-Kowloon Railway; popular China was awake to the incompetence and worse of official China. The *Statist* does not deny that the Chinese Government was "grossly corrupt" and that "consequently it discouraged every proposal for improvement, and kept down all progressive public men. The result is that China has not the capable and far-seeing statesmen Japan had to guide it in the way of progress." That is surely equivalent to saying that China, official China, is something less than half awake. Yet our contemporary regards the fact that Japan avoided giving railway concessions to foreigners as an example proper for China to take. We could agree to that if China would awake to the advisability of copying Japan in other ways. If Japan had stopped at preventing foreigners from building railways, Japan would have been where China is now. The *Statist* goes on to speak of the influence of Japan as something that "must be almost infinite"—another popular European fallacy. We know better out here; that the spirit which prompts China's anti-foreign policy is duplicated, if not intensified, in her attitude towards Japan. The awakening of China, in fact, although so much spoken of, is a tedious performance. She is like those persons whose minds do not open at once with their eyes of mornings. All the symptoms and evidences so enthusiastically trumpeted of "China's awakening" amount to little more than the rubbing of wax-tight eyelids, and perhaps a tentative yawn or two. The "interested foreigner," acting as the "knocker-up," must not go away until China "shows a leg;" otherwise, the sleeper will roll over for another prolonged nap.

Sergeant Garrod, who was in charge of the police which formed the escort of H.R.H. Prince Arthur of Connaught, received a gold mounted walking cane beautifully chased and inscribed, together with a letter of appreciation.

Dr. Newell Wilson will deliver a lantern lecture this evening (Thursday) on "Hawaii" to the members of the Union Church Literary Club. Dr. Wilson has some very fine slides, and an interesting evening is anticipated. The public are invited to attend. Mr. A. Mackenzie will take the chair at 9 p.m. sharp.

We received from our London office on Tuesday a copy of the first number of *The Tribune*, the new Liberal journal, dated Jan. 15th. It is a big publication of sixteen pages, *Times* size, and when the elections are over ought to be a first-class newspaper. This number is glitzy with election matter. It contains special messages from the Tsar and the Prime Minister, a poem by William Watson, and a first instalment of a remarkable story by Rudyard Kipling, giving a shrewd glimpse of a typical colonial view of home administrative ways. The proprietors are opening a "Readers' Box" for Liberals in London, a sort of free club.

A shoemaker, named Schöne, living at Weisswasser, near Berlin, has become a professional at the crime of *les-majestés*. He began his career several years ago, when he was in straitened circumstances and desirous of food and lodging to tide him over hard times. He approached local gendarmes and used words about the Kaiser which secured for him two years' confinement. He had hardly left prison at the expiration of his sentence when he repeated his remarks about the Kaiser. The judges felt that Schöne was a most hardened criminal, and gave him three years. That term expired the other day, when the irrepressible Schöne again insulted his Majesty with the same expression, and was at once arrested. Whether he will now be sentenced to four years' imprisonment remains to be seen, but most sensible people think that Schöne might be more properly treated in a lunatic asylum than in jail.

The *Nanfangpao* says that in reply to the Waiwupa's request that the British Government should take steps to reduce the importation of Indian opium into China in view of the Chinese Government monopoly on prepared opium having been partially put into effect, the British Minister has replied that when China shall have given satisfactory proof of having curtailed the production of native opium, the British Government will move in the matter.

The members of the Chinese Legation at St. Petersburg have received permission from Peking to cut off their pigtails. This concession applies at present only to the attachés and students attached to the Chinese Legation; on receipt of the permission they removed their pigtails at once, and now they are to be seen in complete European garb. A report from Peking says that this reform, with others concerning dress generally, will be introduced into the Chinese regular army.

The Waiwupa has received a dispatch from Mr. Uchida, the Japanese Minister at Peking, complaining of a certain native resident of Canton, called Tsou Hsien, who has recently made himself somewhat notorious by writing against the Japanese and trying to expose to his readers the designs of Japan upon the integrity and independence of China. The Japanese Minister pointed out the danger of such writings to the friendship and harmony existing between the two Empires and requested that the person complained of should be warned and interdicted from producing any more anti-Japanese literature.

By kind permission of Lt.-Col. Atkin and Officers of the Band of the 119th Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Thursday evening (weather permitting):

March and Two Step "Dixie Land" Haines Waltz "The Chorister" Phelps Serpentine Dance "Love Light" Pathman Selection "Veronique" Manager Andante "The Broken Melody" Vienne Gigue Waltz "Jolly Negroes" Berger

DINNER MENU:—Roe D'Oie—Caviar—Toast. Soups—Chicken and Vermicelli and Clear Fish—Boiled and Shrimp Sauce. Entrees—Roast Quail on Toast, Grilled Sausage and Mashed Potatoes, Shrimps and Mayonaise. Curry—Chicken, Joints—Roast Mutton, Roast Capon and Ham. Cold Mutton—Game Pie, Corned Beef, Salad—Mixed. Vegetables—Boiled Potatoes, Mashed Potatoes, Lima Beans, Cabage and Boiled Rice. Entrées—Current Pudding, Ice Cream and Finger Cakes, Fruit, Fruit Tart and Cream, Cheese, Coffee, Brandy and Ginger.

THE LATE MR. BRUCE SHEPHERD.

The death at St. Leonards, Devon, of Mr. Bruce Shepherd, was briefly announced in the *Daily Press* on the 13th inst. It is not yet twelve months since Mr. Shepherd left the Colony, on furlough, and although he was looking ill when he went away, the sad news was none the less shocking to the very large number of friends and admirers in the Colony.

Mr. Shepherd was born on Sept. 9th, 1844. His connection with the Hongkong Civil Service dates from August 14th, 1882, when he was appointed Clerk of Deeds, Registry, Land Office, and First Clerk in the Surveyor General's Department. He arrived in the Colony on Dec. 19th of that year. The following year, June 16th, 1883, he became Deputy Land Officer, Supreme Court, and from July 1st until Jan. 23rd, 1884, he was the Acting Deputy Registrar at the Supreme Court. Two years later, May 4th, 1886, he was appointed Secretary to the Land Commission; and in August and September of that year he acted as Secretary to Sir James Russell on the Opium Commission under the Chefoo Convention. From April 16th, 1889, Mr. Bruce Shepherd filled the position of Acting Registrar at the Supreme Court, Official Trustee, Registrar of Companies, and Land Officer, being made a Justice of the Peace in August, 1889. His duties were then temporarily varied in October, 1890, when he was Secretary to the Equities Commission; and in 1891 he undertook still more work, adding to his numerous offices those of Official Assignee and Registrar of Companies. When the Squatters' Board was established, he was made Secretary, May 1st, 1891. His chief office, that of Official Receiver in Bankruptcy, was given to him on Jan. 26th, 1892, after which his abilities proved him to be several times called in to various departments in an "Acting" capacity. In 1895-6 he enjoyed a year's leave on half-pay, and again in 1901. On his return from the latter holiday, he found himself gazetted Land Officer and Official Receiver in Bankruptcy (Separate Department). In May, 1903, there was a double event: his appointment as a member of the Land Court, New Territory, was marked by a graceful tribute to his long, faithful, and able services to the Colony. Mr. Shepherd was made a Companion of the Imperial Service Order. As Land Officer and Official Receiver, Mr. Shepherd had an annual salary of \$5,400, and when he retired on Aug. 25th, last year, he became entitled to a pension of \$2,300.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of Japan* arrived at Shanghai at 3:30 a.m. on Tuesday, the 13th Feb., and left again at 10 p.m. same day for Hongkong, and is due here at 8 a.m. on Friday, the 16th Feb.

The P.M. str. *Siberia* left Yokohama yesterday, and is expected to arrive here on or about the 24th inst.

The H.A.L. str. *Borussia*, with German troops for Vladivostok on board, left Colombo for this port on the 9th inst., and may be expected here on or about the 20th inst., a.m.

The N.Y.K. str. *Yamato Maru* (Australian Line) left Kobe for Hongkong via Moji and Nagasaki on the 13th inst., and is due here on the 23rd inst.

The Norwegian str. *Nord* left Moji for this port, and is expected to arrive here on or about the 18th inst.

The A.L. str. *Persia* left Singapore for this port, and is expected here on the 19th inst. The I.G.M. str. *Orestes*, which left here on the 17th Jan., arrived at Genoa on Tuesday at 7 a.m.

TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

THE MOROCCO CONFERENCE.

LONDON, February 14th.
 Prospects in connection with the Morocco conference are considered more hopeful.

THE DROUGHT IN INDIA.

LONDON, February 14th.
 There is a continued lack of rain in India.

GERMANY AND THE UNITED STATES.

LONDON, February 14th.
 There are prospects of a tariff war between Germany and the United States.

CANTON.

(FROM OUR CORRESPONDENT).

Feb. 13th.

FOR THE UNIFORM SERVICE.
 The Cheong Ping Hok Tong (the Military College for Training Officers) has issued a notice inviting a hundred new scholars to enrol themselves for the coming session. Applications must be made between the 12th and 22nd inst. Many scholars are said to join merely for the sake of the uniform.

THE VICEROY'S HEALTH.

It is reported that the Viceroy is ill again and has recently been spitting blood. It is said that the present trouble has had a marked effect on his health.

BOMBAS.

The Chief of Police has issued a proclamation prohibiting the manufacture and sale of bombs. This order was issued owing to the accident that happened in the Ting-Chai-Lane the other day, when the roof of a house was blown off owing to an explosion occurring while the mixture was being handled in a mortar. Three women and one girl were seriously hurt.

RAILWAY SHARES.

It is reported that \$400,000 were subscribed at Fatsan. On the 11th inst. Pang Yik-sang, Lau Shu-tong, and Lau Tze-shan, of the Hing-Li-tong, went to the Chamber of Commerce and took 20,000 shares each. It is reported that these three men will proceed to Australia to canvass for subscriptions.

ADMIRAL ROZHDESTVENSKY'S HALLUCINATIONS.

"REVELATIONS" FROM A JAPANESE HOSPITAL.
 The Paris Journal publishes a long letter from its Tokyo correspondent, giving an account of an interview with Admiral Rozhdestvensky. The Russian Admiral stated that during his long detention in Japan he arrived at a definite conviction concerning the affair of the *Hull* travelers. He admitted in the first place that the persistent denials of the British and the sensation caused throughout Europe had ended by shaking his certainty. He asked himself if he had not been the victim of a hallucination. He had very strong doubts on the subject.

But he found proofs in Japan. Among the hospital attendants there were interpreters who were attached to him. One of those who were instructed to be in attendance on him one day was an invalid naval officer. He had his arm in a sling, and it was alleged that he was being treated for rheumatism, but an attendant helped the fact that this officer was not sick but wounded. The Admiral pondered over this mystery, and continued to make inquiries. He learned from another attendant that the officer in question had gone to England with torpedo-boats. A little later it came to the Admiral's knowledge that this officer's arrival in Japan coincided in a striking manner with the *Hull* incident.

Admiral Rozhdestvensky declared in conclusion that now his conviction was absolute, and that, after having been driven off, the torpedo-boats were concealed by the British at a place on the coast which had been prepared beforehand for their reception.—Reuter.

ANTWERP DOCK SCHEME.

COMPLETE DEADLOCK.

The Belgian Chamber voted on the first clause of the bill authorizing the extension of the maritime and military works at Antwerp. It was decided to take separately the portions dealing with maritime and military works respectively. The text of the first part of the clause, which was adopted without discussion, runs as follows: "With a view to improvements in the course of the Scheldt, the defenses of Antwerp, and the execution of the works necessary thereto, including the diversion of streams and the extension of the harbour works and their subsidiary installations."

The second section, as modified by the amendment of M. Ruette, which had been adopted by the Government, and which deals with the diversion of the Meuse-Scheldt Canal, and of the Scheldt, and with the construction of the fortifications, was rejected, the number of votes for and against being equal. Four members abstained from voting.

M. Vanderveldt, rising to a point of order, wished to know what was the position of the Chamber in view of the divisions just taken. The Ministers of War and Finance had, he asserted, repeatedly declared that their scheme would admit of no alteration, and that not a line of it could be withdrawn. The Government must explain its position. In reply, Count de Smet de Nayer, the Minister of Finance, said: "The Government withdraws none of its declarations, but M. Vanderveldt is aware that a second division will be taken." (Uproar on the Left.)

The comic opera "Princess Toto" is being produced to-night at the Theatre Royal. Judged from the dress rehearsal of last night, it promises to have a successful run.

CORRESPONDENCE.

THE GENERAL MEETING OF THE HUMPHREYS ESTATE AND FINANCE CO., LTD.

TO THE EDITOR OF THE "DAILY PRESS."

HONGKONG, February 14th, 1906.
 DEAR SIR.—A remark of mine at the above meeting may carry, as reported, a different meaning from anything which I intended, and in order to remove possible misapprehension I shall be obliged if you will kindly insert this letter in your next issue. As I have been for many years one of the architects and advisers to the late Mr. Granville Sharp and his trustees, I can state that no house belonging to him was during his life, or has been since his death, used as a brothel; this being a matter on which both he and his trustees have insisted. But Mr. Sharp's estate includes some godowns and tenement houses in the west-end part of the town; and as (since his death) the Government has relegated Chinese brothels to Shek-Ting Tsui, the general value of property in the neighbourhood has increased, partly from this cause. For such a result it is obvious that neither Mr. Sharp nor his trustees could be considered in any way responsible.

Yours faithfully, A. TURNER.

LLOYD'S REGISTER SHIP-BUILDING RETURNS.

From the returns compiled by Lloyd's Register of Shipping for the quarter ended December 31st, it appears that, excluding warships, there were 315 vessels of 1,355,759 tons gross under construction in the United Kingdom at the close of the quarter ended December 31st, 1905. The particulars of the vessels in question are as follows:—

Description.	December 31st, 1905.	No. Gross Tonnage.
Steam.	485	1,352,279
Iron	1	500
Wood and Composite	1	60
Total	487	1,352,839
Sail.	12	2,940
Iron	16	1,977
Wood and Composite	23	4,977
Total	515	1,355,756

The tonnage under construction has shown a steady increase since December, 1903, and the present figures are within 57,000 tons of the total reached in September, 1901, which is the highest on record. As compared with the return for the September quarter the figures show an increase of 30,000 tons, while the June quarter's total is now exceeded by 51,000 tons.

Of the vessels under construction in the United Kingdom at the end of December, 400 of 900,499 tons are under the supervision of the Surveyors of Lloyd's Register with a view to classification by this society. In addition, 48 vessels of 128,692 tons are building abroad with a view to classification. The total building at the present time under the supervision of Lloyd's Register is, thus, 448 vessels of 1,119,101 tons. Details of this total follow:—

	No.	Gross Tonnage.
Building in United Kingdom for home account, for sale, &c.	348	892,021
Building in United Kingdom for foreign and colonial account.	52	98,478
Building abroad for United Kingdom Owners	4	300
Building abroad for foreign account	44	127,302

Total building on December 31st

for classification in Lloyd's Register Book ... 448 1,119,101

The following details concerning the ship-building work of the United Kingdom during the past three months may be added:—

	No.	Gross Tonnage.	No.	Gross Tonnage.
Steam.	249	614,411	14	2,973
Sail.	5	18,255	4	437
Vessels previously commenced, but on which no further progress has been made	291	476,175	17	4,217
Vessels launched				

THE MURDER OF MR. KELLY.

The following private letter, dated Changsha, January 25th, was published in the *N.C. Daily News*:—

"You will be horrified, as we all are here, to hear that Superintendent Kelly was murdered brutally in the execution of duty. To give you the full account I will try, so you can tell all his friends. It appears that two men—one a Turk and the other a Greek—came here and they wanted to open out a gambling saloon. They saw Consul and Commissioner, who refused to have anything to say to them, and they went into the city and forced themselves into a Chinese hotel, and the people of course, told the officials, who, of course, told the Consul and, being foreigners, Kelly was asked to go and tell them to leave the place; he went to the place with an interpreter from the Foreign Office here and, the report says, six braves, and Kelly spoke to them and said they must leave the city, and they asked why (and so report goes), because they would not be allowed to stop, and they then asked who would put them out. Kelly said he would, and then one of them took out a revolver, and Kelly closed with him, the shot entered about the mouth breaking the jaw bone. Kelly fell down, they then fired at the interpreter who ran and hid himself, they then turned and shot at Kelly again, about the nose the shot entered, and they went outside then and fired again at Kelly through the window shooting him through the arm and returned to the room door and shot him again through the spine the shot entering the back; after which they ran away, and are still at large."

"Kelly was shot on the 23rd at 2:30 p.m. and was attended to by all who could do anything for him; watch was kept over him during the night by the Commissioner, and several of the Customs staff, also missionaries here, but he died at 8:50 the following morning; he was conscious to the last moment."

"He was buried on the 27th with all the honour and respect it was possible to show in this community; many officials followed him to his grave."

THE ROYAL VISIT.

THE PRINCE'S APPRECIATION.

We have received the following correspondence for publication:—

Government House, Hongkong, February 14th, 1906.

Sir.—His Excellency will be glad if you will publish in the *Hongkong Daily Press* the following gratifying letter, in which the thanks of His Royal Highness Prince Arthur of Connaught, K.G., for the various entertainments offered him in the Colony have been communicated to the Governor by Colonel A. Davidson, C.V.O., C.B., Equerry to His Majesty the King.

I am, Sir,

Your obedient servant, RICHARD PONSOMBY, Private Secretary.

H.M.S. *Diadem*, Hongkong, 13th February.

DEAR SIR MATTHEW.—Prince Arthur of Connaught wishes, before leaving Hongkong, to thank all those who have done so much to make his visit here so interesting and agreeable.

His Royal Highness asks you to thank the Chinese Community for the Banquet at which he was entertained, and also to thank the members of the Hongkong Club and the Golf Club for their kind hospitality.

Prince Arthur asks you to tell the residents of Hongkong and the three Committees how much he regrets it was necessary to cancel the Ball which had been so kindly arranged in his honour, and that the same cause precluded his attendance at the Races.

His Royal Highness asks you to convey his thanks to all those who were responsible for the excellent arrangements for the control of the streets and the traffic during the illuminations, and for all the means taken to ensure his convenience and comfort throughout his visit.

I remain, dear Sir Matthew,

Yours sincerely, ARTHUR DAVIDSON.

CHINESE LABOUR IN THE TRANSVAAL.

GOVERNMENT'S ORDER FOUND TO BE ILLEGAL.

The White Paper issued from the Colonial Office, about which we wrote briefly in our issue of the 10th inst., contains the following additional information.

As long ago as October 27 Mr. Alfred Lyttelton, then Colonial Secretary, suggested to Lord Selborne, the Governor of South Africa, that it would be good policy for the mine-owners voluntarily to stop importation for the next six months. No reply was sent to this proposal. Lord Elgin, coming upon it when he went to the Colonial Office, repeated the suggestion to the Governor on December 15, and urgently called for statistics.

Lord Selborne replied that the total number of Chinese on the Rand was 47,241, the number on the way *ad*, and that licenses had been granted for 14,700 more. "My impression," Lord Selborne added, "is that the mine-owners would be most unwilling to stop importation, as they have recently gone to enormous expense in development work," which would be thrown away.

On December 20 Lord Elgin telegraphed that the Government had decided that the experiment of using Chinese labour should not be extended further until a representative legislature in the Colony had given its opinion. Meantime, Lord Selborne was to take every available step to prevent the shipment from China of the 14,700.

This, however, was against the law. The Attorney-General of the Transvaal, on being asked his opinion, declared that a license once granted for importation of a fixed number of coolies could only be revoked on breach of the conditions by the holder. "There is no regulation in force, nor, in my opinion, could any such be now framed, to give the Lieutenant-Governor power to revoke a license at will. Such a regulation would, in my opinion, be *ultra vires* and unconstitutional."

Lord Selborne pointed out that the Labour agency had spent a quarter of a million, in addition to what had been spent by individual mines, on the importation of labour, and that the money spent on machinery, plant, and buildings ordered or created in anticipation of a steady supply would certainly be several millions.

On New Year's Day Lord Selborne telegraphed:—

"If the importation of the coolies for whom licenses have been issued is prevented by any action which public opinion here considers arbitrary there will be, I fear, a very strong outburst of feeling. This importation means work for hundreds and hundreds of men now out of work and who have for many months been patiently enduring great hardships and awaiting employment, and it means increased commercial activity for all."

Four days later the Colonial Secretary replied that the legal advisers of the Crown agreed with the opinion of the Transvaal Attorney-General that the licenses could not be revoked, and the Government would, therefore, permit these coolies to come.

THE ANGLO-JAPANESE TREATY AND INDIA.

BRITISH TROOPS IN INDIA TO BE REDUCED.

A London contemporary states that Lord Kitchener, in his redistribution of troops scheme, has made the treaty between Great Britain and Japan of practical value. He has decided that the treaty enables us to reduce our forces in India.

The tribes of Upper Burma are fairly pacific, and trouble from the China side is less likely to occur now that we have allies on the other side. So Lord Kitchener has decided to reduce the British and native infantry battalions by five. The reduction will be a very gradual one.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report.

On the 14th at 11:45 a.m.—The barometer has risen over Japan and the Loochoos, and has commenced to fall again over China. Probably a depression is forming over China. Pressure is highest over the Yellow Sea. It remains low over the Pacific to the N.E. of Japan.

Strong to moderate monsoon is indicated in the Formosa Channel, and along the Northern shores of the China Sea.

Forecast:—Strong to moderate E. winds; misty, rain at times.

INTIMATION

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

LETTER TO POLICYHOLDERS FROM THE PRESIDENT.

New York, December 14th, 1905.

TO THE POLICYHOLDERS:

I had hoped to make some statement to you before this, but I have believed it was best to wait until I could give you a final conclusion in regard to the financial condition of the Society based on full investigation. This explains the delay in communicating with you.

On June 9th last, under the condition that I should have full power as to men and methods, and with no pledges of any kind to any one, I was elected by the Directors of the Society as CHAIRMAN of the BOARD, and at once assumed the active management of the Society's affairs.

Soon after I was elected PRESIDENT of the Society and the Office of Chairman was abolished.

One of the first acts of my administration was the employment of Messrs. Price, Waterhouse & Company, chartered accountants of Great Britain and New York, and Messrs. Haskins & Sells, certified public accountants of New York, to investigate the affairs of the Society, under directions to render complete and exhaustive reports on the following subjects:

1. The Society's annual expenses, including legal expenses, advertising expenses, agency expenses, and cost of securing business.

2. The real estate investments of the Company, including in the case of each parcel the value at which it is carried upon the books of the Society; the income which it yields; and the fair valuation of the property, whether above or below the value at which it is carried upon the books of the Society. (If necessary, real estate experts may be employed in ascertaining the value and income of the real estate, subject, of course, to my approval as to men and terms.)

3. The other investments of the Society; their character; and the circumstances under which they have been made.

4. The Society's surplus and the manner in which it is carried upon the books of the Society.

5. The methods of keeping the Society's accounts, and the respects in which its accounting may be improved.

6. The relations between the Society and the trust companies, banks, safe deposit companies, and other institutions with which the Society is affiliated by ownership of considerable amount of stock or otherwise. (In the case of every corporation in which the Society has a dominant or important interest or with which the Society has special relations, the ownership of stock other than that owned by the Society should be ascertained so far as practicable.)

7. The subjects covered by the report of the Investigating Committee of which Mr. Frick was Chairman should be fully investigated.

8. When the report of the New York Superintendent of Insurance has been made that report should be carefully studied and every matter covered by it or by the recommendations of the Commissioner should be carefully examined.

Subsequently a still more elaborate plan of investigation was agreed upon with these accountants, and I doubt if any American insurance company ever before had such an exhaustive examination.

It has taken a large force of men five months to ascertain the exact financial status of the Society, now fully exposed by the balance sheet transmitted with the following note and reproduced on pages 6 and 7.

New York, November 25th, 1905.

Mr. PAUL MORTON, President,
The Equitable Life Assurance Society of the United States, 120, Broadway, New York.

DEAR SIR:—The exhaustive examination which we have made of the affairs of the Equitable Life Assurance Society of the United States is so far completed, that we are now able to furnish you with a Balance Sheet, showing the true financial position of the Society on September 30th, 1905.

The Assets of the Society as claimed were all found to be on hand, and amounted in value to \$416,166,500.10 as shown by the Balance Sheet.

The Surplus over and above all Liabilities amounted to \$67,142,865.42.

A conservative revaluation of the Assets, including a re-valuation of all the real estate owned by the Society or covered by mortgages held by the Society, has resulted in a reduction in certain of the values adopted in the Society's last Annual Report, principally in Real Estate and in Stocks of certain financial institutions.

Yours very truly,
(Signed) PRICE, WATERHOUSE & CO.,
Chartered Accountants.

By A. LOWE DICKSON, F.C.A., C.P.A.,
(Signed) HASKINS & SELLS,
Certified Public Accountants.

By ELIAH W. SELLS, C.P.A.,
(Signed) HASKINS & SELLS.

You will be gratified to learn:

(1) That all the assets claimed by the Society are on hand, and of a high grade, and are conservatively worth \$416,166,500.10.

(2) That, over and above all liabilities, the surplus is \$67,142,865.42, about seven-eighths of which is a fund for division among existing deferred dividend policies at the end of their accumulation periods.

(3) That the reduction in the book value of our assets and surplus is caused by a revaluation on a conservative basis, and in no way reduces the income of the Society.

INTIMATIONS

ANNUAL AUDIT.

It will be the policy of the new administration of the Society to insist on an independent audit of its accounts as to its fiscal condition, once each year; the result of which will be published.

Under the change of ownership of a majority of the stock, the shares were at once put in trust, and Directors are now nominated by the trustees—Hon. Grover Cleveland, Justice Morgan J. O'Brien, and Mr. George Westinghouse. Thirteen Directors are chosen annually, and the Trustees will each year offer an opportunity to the policyholders to express their preferences in respect of the choice of Directors.

POLITICAL CONTRIBUTIONS.

It will be the policy of the Society hereafter not to make contributions to political campaigns. It is our opinion that we have no right to use the funds of the Society for any such purpose.

REAL ESTATE INVESTMENTS.

In the last ten years this Society has loaned over \$120,000,000 on real estate mortgages, mostly in large cities. Only in six of these cases has it had to take property under force of sale, and in those six instances the property was sold so as to make a profit. It will continue to be the policy of the Society to make investments of this description.

COST OF INSURANCE.

The very essence of life insurance is safety and this can be secured only by reasonable premiums.

A great many Equitable policyholders are doubtless asking themselves the question whether it will pay them to continue their policies. To such I wish to say most emphatically that my investigation of the affairs of the Society has convinced me that there is no cheaper way for the policyholders of the Equitable to have sound life insurance than by retaining their policies. As I have pointed out, the surplus of over \$67,000,000, is safely invested upon a basis which returns an excellent rate of interest upon the revised valuations, and I expect in due time to accomplish such economies that the cost of administration and securing new business will be reduced to the lowest possible basis consistent with safety and efficiency. I accordingly believe that by continuing your policies in the Equitable you will receive life insurance at the lowest cost consistent with safety.

I therefore advise you to continue to pay your premiums; to allow your policies to lapse will be doing yourselves injustice. Your contracts with this Society are as safe and sound as anything earthly can be. Where lapses have already occurred, the accounts of the Society will cheerfully assist in restoring policies.

EXTRAORDINARY EXPENSES IN 1905.

I congratulate you and all policyholders in solvent concerns on the reformatory results to the agitation of the past year. This Society alone has undergone four separate investigations since January 1st. The extraordinary legal and other expenses entailed thereby is amply compensated for by the enforced restitutions and checked waste herein above referred to and by the final assurance you now have of the health and solvency of your Society. I am convinced that this and other investigations and the resulting stimulation of discussion have attracted public attention to the impregnable strength of established concerns like the Equitable more effectively than could have been done by any other means. While these investigations may have been destructive individual reputations, the utility of life insurance has been more fully demonstrated than ever before.

There will be no effort by the new administration to have the biggest company in the world; the effort will be to make it the best and safest. Conservative lines will be followed. It will be the policy not to solicit or secure new business at the expense of the present policyholders, and in case it is determined that business in any section of the world is unprofitable, that field will be abandoned.

Over 95 per cent of our death claims are settled within 24 hours after proof of death has been received, and since January 1st, 1905, through all of the agitation concerning life insurance, this Society alone has paid out in death claims and benefits of other kinds over \$116,790 every working day.

Assuring you that it will be my constant endeavor to conduct the affairs of this Society in a manner that will merit your hearty approbation, I am,

Very truly yours,
PAUL MORTON, President.

"BALANCE SHEET."
September 30th, 1905.

Assets.

Real Estate \$25,559,270.00
Secured Loans 113,776,006.04
Bonds, Stocks and other Securities 235,538,062.00

Cash in Banks and Trust Companies deposited with Foreign Governments and in transit 20,727,086.01
Premiums in course of Collection 5,895,442.74
Agents' balances 7,064,394.73
Interest and rentals due 4,014,062.65

Total assets \$416,166,500.10

LIABILITIES.

General Insurance Reserve; net present value of all outstanding policies computed with 4.03 and 5 per cent interest 312,802,001.09

Current Liabilities: Death claims, endowments, annuities and dividends due and unpaid 2,559,794.81
Commissions and Current Expenses 2,195,414.19
Premiums, interest, &c., received in advance 1,309,364.68
Capita Stock 100,000.00

Total liabilities 319,021,634.68
Surplus 67,142,865.42

We hereby certify that in our opinion the above balance sheet is correct and is properly drawn up so as to show the true financial position of the Society at September 30th, 1905.

(Signed) PRICE, WATERHOUSE & CO.
(Signed) HASKINS & SELLS.

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By A. LOWE DICKSON, F.C.A., C.P.A.,
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BAMBOOED TO DEATH.

In spite of his sixty years, H. E. Chang Tsung-yong, the newly-appointed Governor of Chikiang, seems to be setting energetically in the matter of yamen abuses, and though the exact measures taken may not commend themselves to Western minds, the result will possibly be beneficial in dealing with a well-nigh insupportable problem. From a Ningpo letter received it appears that one of the chief runners of the district magistracy of Chinghai, at the mouth of the Yang river, Ningpo, whose notoriety in squeezing every unfortunate who happened to have business with the magistracy is known throughout Ningpo, attempted the other day for a certain sum of money to hush up a serious case, and this becoming known to the case, by means last known to those concerned, this runner had almost persuaded his children of his innocence when the matter was taken up by several of the gentry of Chinghai, who forced the magistracy to imprison him, and then reported the occurrence to Governor Chang Tsung-yong, demanding the punishment of the culprit and the censure of the official who was trying to screen the miscreant. The Governor sent a confidential deputy down to the spot to make secret investigations, and found that the misdeeds of the runner were such a long list, involving some dozen to fifteen years' time, that his Excellency decided the man unworthy to live any longer. Stern injunctions were accordingly sent without delay to the Chinghai magistracy, commanding him to bring out the runner from his place of confinement, and in the great judgment hall (Ta-tang) of the children's yamen the miscreant was beaten to death with long bamboos.—N.C. Daily News.

THE COTTON INDUSTRY AND FREE TRADE.

The following letter appeared in the Times:—Sir, Mr. C. W. Macara yields to the opportunity of his friends and consents to state his views upon the above subject. And in your journal this morning Mr. Macara states that it is essential to continue "our free trade policy," thus he describes our system of heavily taxed exports and partly taxed imports.

Is it permissible to add a few facts to Mr. Macara's opinions?

Persons engaged in the cotton industry in England and Wales, per 100 of the population of England and Wales, at the last four census dates.

Persons. 1871 1881 1891 1901

1871 1881 1891 1901

1871 1881 1891 1901

1871 1881 1891 1901

1871 1881 1891 1901

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BOYCOTT OR NO BOYCOTT, WE SELL

OLD VALLEY WHISKY

(COOK AND BERNHEIMER'S).

THE BEST WHISKY

PRODUCED IN THE STATES.

\$18.50 PER CASE.

PLEASE CALL FOR FREE SAMPLES.

GREGOR & CO.

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., KOBE.

AGENTS: F. BLACKHEAD & CO.

Hongkong, 16th August, 1905.

GOING! GOING!! GONE!!!

NEWBRO'S HERPICIDE

The ORIGINAL remedy that "kills the Dandruff Germ."

The Rabbit and the Guinea-Pig

Prof. Umo, the world's greatest dermatologist (ask your doctor about him) was the first to discover the microbe and contagious nature of true dandruff. His discovery was verified by Dr. Sabouraud, of Paris, who denuded a rabbit with human dandruff scales. Also by Lassar and Blot.

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SHIPPING.

ARRIVALS.

APRABAD, German ste., 611, A. Uldrup, 14th Feb.—Hilo 8th February, Sugar, Johnson & Co.
 BANCA, British ste., 6,000, J. B. Ferguson, 14th Feb.—Singapore 8th Feb., General, P. & O. S. N. Co.
 BRISTOL, French ste., 2,000, Ribant, 13th February—Singapore 7th February, General, Bradley & Co.
 CALIF., Norwegian ste., 1,381, J. Larson, 13th Feb.—Maji 24th February, Coal—Order.
 HYADES, British ste., 2,332, Alwen, 14th Feb., Seattle 1st Jan. and Shanghai 10th Feb., General, Dodwell & Co.
 KWANGTAI, Chinese ste., 1,549, Wm. H. Lent, 14th February—Shanghai 11th February, General—Chinese.
 LENSOW, British ste., 1,561, McNair, 14th Feb.—Calcutta 24th January, Coals—Dodwell & Co.
 PERIN, British ste., 2,222, W. R. La Mare, E.N.R., 13th Feb.—Kobe 6th Feb., General, P. & O. S. N. Co.
 SAMSON, German ste., 308, F. Rehwelt, 14th Feb.—Bangkok 6th February, General, Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office, February 14th.
 Coppi, Italian ste., for Singapore.
 Hue, French ste., for Kwangchuan.
 Kohlschlag, German ste., for Hailow.
 Patzsch, British ste., for Singapore.
 Pekin, British ste., for Singapore.
 Princess Alice, German ste., for Shanghai.
 Quirin, German ste., for Saigon.
 Willard, German ste., for Yokohama.

DEPARTURES.

February 13th.
 DIABET, British ste., for Japan.
 February 14th.
 BRAND, Norwegian ste., for Canton.
 HANFANG, British ste., for Canton.
 HERR, Norwegian ste., for Canton.
 HOGUE, British ste., for Japan.
 HONGWAT, British ste., for Amoy.
 ITHAKA, German ste., for Shanghai.
 JAPAN, British ste., for London.
 KATH, Park, British ste., for Vladivostok.
 LEONOW, British ste., for Yokohama.
 PRINCEALUK, German ste., for Bangkok.
 LENSOW, German ste., for Europe.
 STAUDA, German ste., for Saigon.
 YANSON, British ste., for Canton.
 ZILROSTER, British ste., for Kobe.

SHIPPING REPORTS.

The British ste. *Diabet* reports: Fine weather throughout and light winds.
 The Chinese ste. *Kwangchuan* reports: Strong N.E. monsoon and thick weather.
 The British ste. *Pekin* reports: Strong N.E. gales to Chong Island; from there strong to moderate monsoon.

VESSELS IN LOCK.

February 12th.
 ARRIVED DOCKS—Quirin.
 KOWLOON DOCK—Kohlschlag (Park, Namsang, Quirin, Haku, Thuan, Y.S.A.T. Servant, Atlas).
 COSMOPOLITAN DOCK—CHIN. U.S.S. Barry.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOCHOW.
 THE Company's Steamship
 "HAIYAN."
 Captain J. S. Beach, will be despatched for the above Ports TO-DAY, the 15th inst., at 10 A.M.
 For Freight or Passage apply to
 DOUGLAS LAPELLE & CO.,
 General Managers,
 Hongkong, 13th February, 1906. [412]
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Steamship
 "CATHERINE APCAR."
 Captain A. Stewart, will be despatched for the above Ports TO-DAY, the 15th inst., at 3 P.M. instead of as previously advertised.
 For Freight or Passage, apply to
 DAVID SASSON & CO., LD.,
 Agents,
 Hongkong, 12th February, 1906. [392]
 COMPAGNIE DES MESSAGERIES MARITIMES.
 FOR SHANGHAI, KOBE AND YOKOHAMA.
 THE Company's Steamship
 "OCEANIAN."
 Captain Courret, will be despatched for the above Ports on or about MONDAY, the 19th inst.
 For Freight or Passage, apply to
 G. DE CHAMPEAUX,
 Agent,
 Hongkong, 11th February, 1906. [2]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FIUME AND TRIESTE (DIRECT),
 Calling at SINGAPORE, PENANG,
 RANGOON, COLOMBO, BOMBAY,
 KARACHI, ADEN, SUEZ and PORT
 SAID.
 (Taking Cargo at through rates to the BRAZILS,
 to SOUTH AMERICA, PERSIAN GULF, RED
 SEA, BLACK SEA, LEVANT, VENICE and
 ADRIATIC PORTS).
 THE Company's Steamship
 "AUSTRIA."
 Captain Colledani, will be despatched as above
 on MONDAY, the 5th March.
 This Steamer has splendid accommodation for
 passengers, electric light and carries a doctor
 and stewardess.
 For information as to Passage and Freight,
 apply to
 SANDER, WIELER & CO.,
 Agents,
 Prince's Buildings,
 Hongkong, 2nd February, 1906. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and these vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.E.	P. & O. S. N. Co.	About 14th inst.
LONDON & ANTWERP.	GLENSTRAE	Brit. str.	—	J. McGilivray	McGregor Bros. & Gow	About 22nd inst.
LONDON & ANTWERP.	BENLARI	Brit. str.	—	Wallace	GIBB, LIVINGSTON & CO.	About 23rd inst.
LONDON & ANTWERP.	DELHI	Brit. str.	—	J. D. Andrews, R.N.E.	P. & O. S. N. Co.	On 24th inst. at Noon.
AMSTERDAM, LONDON & ANTWERP.	SAINT HELENE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th inst.
AMSTERDAM, LONDON & ANTWERP.	ACHILLEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th Mar.
AMSTERDAM, LONDON & ANTWERP.	ALCINOUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 27th Mar.
AMSTERDAM, LONDON & ANTWERP.	DIOMEDE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th April.
AMSTERDAM, LONDON & ANTWERP.	TRENKAI	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th April.
MARSEILLES, &c. via PORTS OF CALL.	SALAZIE	French str.	—	Ailland	MESSAGERIES MARITIMES	On 20th inst., at 1 P.M.
REMEN, via PORTS OF CALL.	ZITEN	Ger. str.	—	F. von Binzer	MELCHERS & CO.	On 24th inst., at Noon.
HAMBURG	LIBERIA	Ger. str.	—	Kier	HAMBURG-AMERIKA LINIE	On 27th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SPESIA	Ger. str.	k. w.	Müller	HAMBURG-AMERIKA LINIE	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMBIA	Ger. str.	k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 7th Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	SARONIA	Ger. str.	k. w.	Bahle	HAMBURG-AMERIKA LINIE	On 21st Mar.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	k. w.	Peter	HAMBURG-AMERIKA LINIE	On 4th April.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	k. w.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 18th April.
TRIESTE, &c. via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Colledani	SANDER, WIELER & CO.	On 2nd May.
GENOA, MARSEILLES & LIVERPOOL.	ANTONOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th Mar.
GENOA, MARSEILLES & LIVERPOOL.	PELUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL.	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th April.
BOSTON & NEW YORK	YEDDO	Brit. str.	—	Baird	ARMSTRONG, KARRER & CO.	About 27th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	ST. GEORGE	Brit. str.	—	—	DODWELL & CO. LD.	About 20th inst.
YANCOOVER VIA SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 21st inst.
YANCOOVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 7th Mar.
VICTORIA (B.C.) SEATTLE, &c. via JAPAN.	YANTZSE	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 19th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN.	TREMONT	Am. str.	—	T. W. Garlick	DODWELL & CO. LIMITED.	On 23rd inst.
SEATTLE VIA SHANGHAI & JAPAN.	MINNESOTA	Am. str.	—	J. H. Rinder	NIPPON YUSEN KAISHA	About 16th Mar.
PORTLAND, OREGON VIA SHANGHAI, &c.	ARABIA	Ger. str.	—	Metzenhuth	PORTLAND & ASIATIC S.S. CO.	On 20th inst., at Daylight.
SAN FRANCISCO VIA PORTS	SEMIPOLE	Brit. str.	—	—	SHEWAN, TOMES & CO.	About end of Feb.
AUSTRALIAN PORTS VIA MANILA.	TISAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst.
AUSTRALIAN PORTS VIA MANILA.	EASTERN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 3rd Mar., at Noon.
YOKOHAMA VIA SHANGHAI, MOI & KOBE.	WILLIHAD	Ger. str.	—	—	MELCHERS & CO.	On 6th Mar., at Noon.
YOKOHAMA VIA SHANGHAI, MOI & KOBE.	PERA	Brit. str.	—	A. L. Valentin	P. & O. S. N. Co.	About 14th inst.
MOI-KOBE & YOKOHAMA	JAVA	Brit. str.	—	S. Barcham	P. & O. S. N. Co.	About 20th inst.
MOI-KOBE & YOKOHAMA	BANCA	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 15th inst.
JAPAN VIA SHANGHAI	TJIMAH	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	ANPING MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSHUN KAISHA	To-day, at 8 A.M.
SHANGHAI	YOHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CHOYANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 17th inst., at 3 P.M.
SHANGHAI	KIOKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 19th inst.
SHANGHAI, KOBE & YOKOHAMA	OCEANIAN	French str.	—	Courret	MESSAGERIES MARITIMES	About 19th inst.
SHANGHAI, YOKOHAMA & KOBE	PERSIA	Aus. str.	—	Cruglietto	SANDER, WIELER & CO.	On 21st inst., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY & FOCHOW.	TRIUMPH	Brit. str.	—	A. Hansen	OSAKA SHOSHUN KAISHA	On 22nd inst., at 8 A.M.
SHANGHAI	DELTA	Ger. str.	—	C. L. Davis	P. & O. S. N. Co.	About 27th inst.
SHANGHAI, MOI & KOBE	DAYEN	Ger. str.	—	S. Tagami	MELCHERS & CO.	On 28th inst.
TAMBUI VIA SWATOW & AMOY.	DAIGI MARU	Jap. str.	—	H. A. Haralson	OSAKA SHOSHUN KAISHA	On 18th inst., at 8 A.M.
ANPING VIA SWATOW & AMOY.	PRITHOY	Ger. str.	—	J. S. Beach	OSAKA SHOSHUN KAISHA	On 21st inst., at 10 A.M.
SWATOW, AMOY & FOCHOW	HATTAN	Brit. str.	2 h.	—	DOUGLAS LAPELLE & CO.	To-day, at 10 A.M.
SWATOW, AMOY & FOCHOW	YUNKSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & CO.	On 17th inst., at Noon.
MANILA	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & CO.	On 24th inst., at Noon.
CEBU & ILOILO	SUNGKIAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	—	DAVID SASSON & CO., LD.	To-day, at 3 P.M.
SINGAPORE, PENANG & RANGOON	DAI NIPON MARU	Jap. str.	—	—	ATAKA & CO.	About 15th inst.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 22nd inst., at 3 P.M.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF
 2 Days Across the Pacific to the "EMPEROR LINE." Saving 3 or 4 days' Ocean Travel
 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"TARTAR"	4,425 Tons	WEDNESDAY, 21st Feb.	17th Mar.	
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, 7th Mar.	28th Mar.	
"EMPEROR OF CHINA"	6,000	WEDNESDAY, 28th Mar.	18th April.	
"ATLENTIA"	3,882	WEDNESDAY, 11th April	5th May.	
"EMPEROR OF INDIA"	6,000	WEDNESDAY, 18th April	9th May.	

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,
 YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL
 OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT
 CHANGE.

Hongkong to London, 1st Class, via S. J. Lawrence 260; via New York 402.
 Intermediate on Steamers: "440," "442."
 and 1st Class Rail.
 R.M.S. "TARTAR" "ATLENTIA" carry "Intermediate" passengers only
 Intermediate rates, affording superior accommodation for that class.
 Passengers booked through to all principal ports and AROUND THE WORLD.
 SPECIAL RATES (first class only), granted to Missionaries, Members of the Navy,
 Military, Diplomatic, and Civil Service, and to European Officials in the Service of Chinese
 and Japanese Governments.
 For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to
 D. E. BROWN, General Agent,
 Corner Pedder Street and Praya, opposite Blake Pier

GREAT NORTHERN STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,
 "MINNESOTA" AND "DAKOTA"
 (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:
 "MINNESOTA," Captain J. H. RINDER, About FRIDAY, 10th MARCH, 1906.
 "DAKOTA," Captain E. FRANKS, On TUESDAY, 24th APRIL, 1906.

Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points
 also Passengers to the United States, Europe, &c.
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS;
 equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER
 SHOP, NURSERY, STEAM LAUNDRY, &c.
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo;
 and PARCELS carried at low rates to all points of U.S.A. in connection with the Great
 Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the
 ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-
 CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the
 steamers of the REGULAR MAIL LINES.

For Freight or Passage, apply to
 NIPPON YUSEN KAISHA,
 AGENTS.
 Hongkong, 12th December, 1905. [20]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
 FOR
 "MANILA" "YUENSANG" Friday, 16th Feb. 4 P.M.
 "SHANGHAI" "CHOYSANG" Saturday, 17th Feb. 3 P.M.
 "SINGAPORE, PENANG & CALCUTTA" "NAMSANG" Thursday, 22nd Feb. 3 P.M.
 * These steamers have superior accommodation for First-Class Passengers and are fitted
 throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Chooee and Yangtze Ports.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 GENERAL MANAGERS.
 Hongkong, 12th February, 1906. [18]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI, INLAND SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR
 SEA OF JAPAN, MOI, KOBE AND YOKOHAMA FOR
 OPERATING IN CONNECTION WITH THE
 OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL DAYLIGHT ON
"ARABIA"	4,483	Metzenhuth	February 20th, 1906.
"ARAGONIA"	5,198	Ernst	March 11th, 1906.
"NICOMEDIA"	4,370	Wagemann	March 23rd, 1906.
"NUMANTIA"	4,370	Feldmann	April 8th, 1906.

Through Bills of Lading issued to Pacific Coast Ports and to Eastern, Canadian and
 United States Ports. For through rates of Freight and further information, communicate
 with or apply to
 S. SILVERSTONE, ACTING GENERAL AGENT.
 Hongkong, 1st February, 1906. [13]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
 LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
 LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATE.
SPEZIA	HAVRE and HAMBURG	On 21st Feb. Freight.
LIBERIA	HAMBURG	On 27th Feb. Freight.
SAMBIA	HAVRE, BREMEN and HAMBURG	On 7th Mar. Freight.
SAXONIA	HAVRE and HAMBURG	On 21st Mar. Freight.
SILEZIA	HAVRE and HAMBURG	On 4th April Freight & Passengers.
SENEGAMBIA	HAVRE and HAMBURG	On 18th April Freight.
SEGOVIA	HAVRE and HAMBURG	On 2nd May Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this
 steamer. Saloon and cabins amply lighted throughout by electricity. Daily qualified
 doctor and stewardess are carried.
 For Further Particulars apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE, KING'S BUILDING,
 12

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between
 Hongkong and Manila. Saloon amidships. Electric Light Perfect
 Cuisine. SURGEON and STEWARDESS carried. All the most up-to-
 date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 17th Feb. Noon.
ZAFIRO	2540	R. Rodger	Manila.	On 24th Feb. Noon.

For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS.
 Hongkong, 12th February, 1906. [15]

HONGKONG-NEW YORK. AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S.
 For freight and further information apply to
 SHEWAN TOMES & CO.,
 GENERAL AGENTS
 Hongkong, 11th December, 1905. [19]

VESSELS ON THE BERTH.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT MALABAR
 COAST).
 PROPOSED SAILINGS FROM HONGKONG.
 "ST. GEORGE" About 20th Feb.
 "SHIMOSA" to follow.
 For Freight and further information, apply to
 DODWELL & CO. LD.,
 Agents.
 Hongkong, 12th January, 1906. 2105-2135

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
 SINGAPORE, BATAVIA,
 COLOMBO, ADEN, EGYPT,
 MARSEILLES, LONDON,
 HAVRE, BORDEAUX,
 MEDITERRANEAN AND
 BLACK SEA PORTS.

THE Steamship "SALAZIE."

Captain Ailland, will be despatched for
 MARSEILLES on TUESDAY, the 20th
 February, at 1 P.M.
 Passage tickets and through Bills of Lading
 issued for above ports.
 Cargo also booked for principal places in
 Europe.

Next sailings will be as follows:
 S.S. "TOURANE" 6th Mar.
 S.S. "OCEANIAN" 20th Mar.
 S.S. "TONKIN" 3rd April.
 S.S. "ARMAND BEHIC" 17th April.
 S.S. "ERNEST SIMONS" 1st May.
 G. DE CHAMPEAUX,
 Agent.
 Hongkong, 6th February, 1906. [2]

"GLEN" LINE OF STEAMERS. FOR LONDON AND ANTWERP.

THE Steamship
 "GLENSTRAE"
 Captain J. McGilivray, will be despatched as
 above on or about THURSDAY, the 22nd Feb.
 For Freight or Passage, apply to
 Mcgregor Bros. & Gow,
 Hongkong, 30th January, 1906. 307

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
 TRALIA, INDIA, ADEN, EGYPT,
 MEDITERRANEAN PORTS.
 PLYMOUTH AND LONDON
 THROUGH BILLS OF LADING ISSUED FOR
 BATAVIA, PERSIAN GULF, CONVENTUAL,
 AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELHI."

Captain J. D. Andrews, R.N.E. carrying His
 Majesty's Mails, will be despatched for this
 Bombay on SATURDAY, the 24th February,
 at Noon; taking passengers and cargo for the
 above ports in connection with the Company's
 "MADRAS" 1,500 tons, from Colombo.
 Passengers' accommodation in which vessel is
 secured before departure from Hongkong.
 Silk and Valuable, all cargo for France, and
 Tea for London (under arrangement) will be
 transhipped at Colombo into the mail steamer
 proceeding direct to Marseilles and London;
 other cargo for London, &c., will be conveyed
 from Bombay by the R.M.S. *Macedonia*, due
 in London on 7th April.

Parcels will be received at this Office until
 4 p.m. the day before sailing. The contents
 and value of all packages are required.
 For further particulars, apply to
 E. A. HEWITT,
 Superintendent,<

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"YANGTZE"	On 17th February.
GLASGOW and LIVERPOOL	"LAERTES"	On 27th February.
GLASGOW and LIVERPOOL	"DIOMEDE"	On 27th February.
GLASGOW and LIVERPOOL	"ACAMEMNON"	On 6th March.
GLASGOW and LIVERPOOL	"TEENKAI"	On 13th March.
GLASGOW and LIVERPOOL	"MACHAON"	On 20th March.
GLASGOW and LIVERPOOL	"KEMUN"	On 21st March.
GLASGOW and LIVERPOOL	"KINTUCK"	On 28th March.

HOMEWARDS.

FROM	STEAMERS	DATE
GENOA, MARSEILLES and LIVERPOOL	"ANTENOR"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"SAINT BEDE"	On 27th February.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 13th March.
GENOA, MARSEILLES and LIVERPOOL	"PELUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ALCINOUS"	On 27th March.
AMSTERDAM, LONDON and ANTWERP	"DIOMEDE"	On 10th April.
GENOA, MARSEILLES and LIVERPOOL	"ACAMEMNON"	On 20th April.
AMSTERDAM, LONDON and ANTWERP	"TEENKAI"	On 24th April.

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.

FROM	STEAMERS	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA HAWAII, MANILA, YOKOHAMA, and YOKO.	"YANGTZE"	On 19th February.
	"KEMUN"	On 24th March.

WESTWARD.

FROM	STEAMERS	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"OANFA"	On 1st March.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [9-10]

Hongkong, 30th January, 1906.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	DATE
SHANGHAI, CANTON, and HONGKONG	"YANGTZE"	On 15th February.
SHANGHAI, CANTON, and HONGKONG	"SUNGKIANG"	On 16th February.
SHANGHAI, CANTON, and HONGKONG	"KICKIANG"	On 19th February.
SHANGHAI, CANTON, and HONGKONG	"TAMING"	On 20th February.
SHANGHAI, CANTON, and HONGKONG	"TSINAN"	On 28th February.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified
Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 13th February, 1906.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

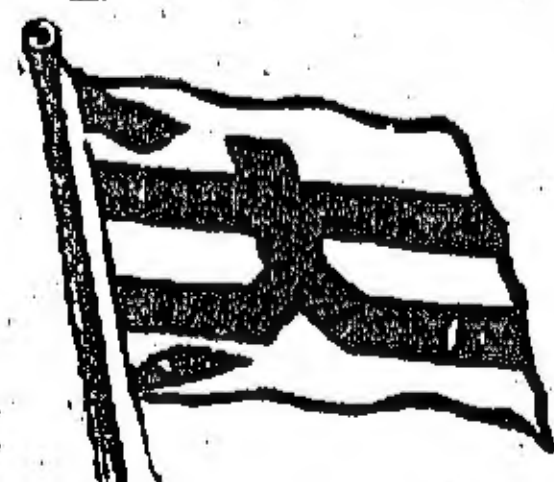
FROM	STEAMERS	DATE
LONDON and ANTWERP	"JAPAN"	About 14th February
COLOMBO, PORT SAID, and MARSEILLES	"E. P. Martin, S.S.R."	February
YOKOHAMA, SHANGHAI, PEKING, MOJI, and KOBE	"A. L. Valentini"	About 14th February
YOKOHAMA, SHANGHAI, PEKING, MOJI, and KOBE	"RANCA"	About 15th February
YOKOHAMA, SHANGHAI, PEKING, MOJI, and KOBE	"J. B. Ferguson"	February
YOKOHAMA, SHANGHAI, PEKING, MOJI, and KOBE	"J. B. Ferguson"	About 20th February
YOKOHAMA, SHANGHAI, PEKING, MOJI, and KOBE	"S. Barclay"	February

FROM	STEAMERS	DATE
SHANGHAI	"DELTA"	About 23rd February
LONDON and, via USUAL PORTS, DELHI	"J. D. Andrews, S.S.R."	Noon, 24th February

See Special of Call. * Calling at Penang if sufficient inducement offers.
For further Particulars, apply to—

E. A. HEWETT,
Superintendent. [1]

Hongkong, 12th February, 1906.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE
TAMSAI via SWATOW and AMOY	"DAIJI MARU"	SUNDAY, 18th Feb.
SHANGHAI via SWATOW, AMOY and FOCHOW	"ANPING MARU"	THURSDAY, 15th Feb.
ANPING via SWATOW and AMOY	"FRITHJOF"	WEDNESDAY, 21st Feb.
SHANGHAI via SWATOW, AMOY and FOCHOW	"TRIUMPH"	THURSDAY, 22nd Feb.

* These Steamers have superior accommodation for First-class Passengers, and are fitted
throughout with electric light.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office
at No. 8, Des Vaux Road Central.

Hongkong, 6th February, 1906.

T. ARIMA, Manager. [14]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship
"BENLARIG."
Captain Wallace, will be despatched as above on
or about the 23rd inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th February, 1906. 372

THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO via PORTS.

THE Steamship
"SEMINOLE."
Tons 6000, will be despatched about end of
February.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 30th January, 1906. 300

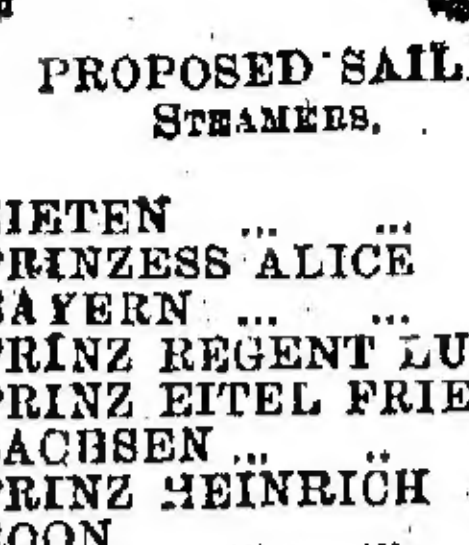
IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DATE
ZIETEN	WEDNESDAY 28th February
PRINZESS ALICE	WEDNESDAY 14th March
PRINZ REGENT LUITPOLD	WEDNESDAY 28th March
PRINZ EITEL FRIEDRICH	WEDNESDAY 11th April
SACHSEN	WEDNESDAY 25th April
PRINZ HEINRICH	WEDNESDAY 9th May
ROON	WEDNESDAY 23rd May

ON WEDNESDAY, the 28th day of FEBRUARY, 1906, at Noon, the Steamship
"ZIETEN," Captain F. von Binzer, with MALES, PASSENGERS, SPECIE, and
CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 28th February. Cargo and
Specie will be received on Board until 5 P.M. on TUESDAY, the 27th February, and Parcels
will be received at the Agency's Office until Noon, on TUESDAY, the 27th February.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50,
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	\$21 0 0	\$12 0 0	\$22 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	65 0 0	44 0 0	24 0 0
return	97 0 0	66 0 0	36 0 0

TO NEW YORK VIA SUEZ

TO	1st Class	2nd Class	3rd Class
VIA NAPLES, GENOA OR GIBRALTAR	\$4 0 0	\$4 0 0	\$4 0 0
return	115 0 0	70 0 0	47 0 0
VIA BREMEN OR SOUTHAMPTON	68 0 0	46 0 0	27 0 0
return	123 0 0	83 0 0	49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar
and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's
expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
SINGAPORE TO CALCUTTA instead of an Imperial Mail Steamer from SINGAPORE to COLOMBO.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERDISCUSSION OF THE VOYAGE IN EUROPE:

Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer
from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELM-SHAFEN,
SIMPSONHAFEN, BRISBANE, SYDNEY AND MELBOURNE.
PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	DATE
WILLEHAD	TUESDAY, 6th March.
PRINZ WALDEMAR	TUESDAY, 13th April.
PRINZ SIGISMUND	TUESDAY, 1st May.

ON TUESDAY, the 6th MARCH, at Noon, the Steamship "WILLEHAD"
Captain Obermaier, with Males, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20
return	\$80	\$50	\$35
TO NEW GUINEA	\$28	\$18	\$10
return	\$42	\$27	\$15
TO BRISBANE	\$30	\$20	\$14
return	\$45	\$30	\$21
TO SYDNEY	\$33	\$23	\$15
return	\$49	\$33	\$22
TO MELBOURNE	\$34	\$24	\$16
return	\$51	\$34	\$23
TO YOKOHAMA	\$30	\$20	\$14
return	\$45	\$30	\$21
TO KOBE	\$35	\$25	\$17
return	\$52	\$35	\$24
TO YOKOHAMA and back from KOBE	\$150	\$100	\$60

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer \$97 0 0.

TO EUROPE VIA AUSTRALIA AND AMERICA 96 0 0.

From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent
Express Steamers of N.D.L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE

STEAMERS	DATE
SHANGHAI, NAGASAKI, YOKOHAMA, and KOBE	Wednesday, 28th February.
YOKOHAMA and KOBE	Wednesday, 14th March.
SHANGHAI, NAGASAKI, YOKOHAMA, and KOBE	Wednesday, 14th March.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co. & O.S.S. Co.,
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the
Norddeutscher Lloyd are issued at the following rates:—

TO	1st Class
To London via Plymouth or Southampton	\$62 0 0.
To Bremen	\$63 10 0.
To Paris via Cherbourg	\$65 0 0.
To Naples, Genoa via Gibraltar	\$65 0 0.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELOERS & CO., AGENTS.

Hongkong, 1st February, 1906. 5

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
via
MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
TREMONT	9,600	T. W. Garlick	On 23rd February.

I Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior
Accommodation for First and Second Class Passengers. The large size of these vessels ensures
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 12th January, 1906. [7]

A. LING & CO.,

FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c., and FOCHOW
FACQUERED WARE.

68, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1903. [2355]

SIEN TING.

SURGEON DENTIST,
No. 10, D'AGUILAR STREET

TERMS VERY MODERATE.
Consultation Free.

Hongkong, 21st September, 1905. 2174

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1906.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO NEW YORK.

Steamers to	Leave	Connecting Steamers	Due at	Due at
COLOMBO	HONGKONG	from COLOMBO to	MARSEILLES (Brindisi 2 days earlier)	PLYMOUTH (London 1 day later)
DELHI	20th Feb. Saturday	MOLDAVIA	24th Mar.	30th Mar.
DONCOLO	20th Mar.	MONGOLIA	24th Apr.	30th Apr.
DELTA	20th Mar.	MOOLTAN	24th Apr.	30th Apr.
OCEANA	20th Apr.	MARMORA	24th May	30th May
ARCADIA	20th Apr.	VICTORIA	24th May	30th May
DEVANHA	20th May	HIMALAYA	24th June	30th June
DELHI	20th May	INDIA	24th June	30th June

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express
Mail Steamer at Port Said.

Accommodation in the connective steamer from Colombo is arranged in Hongkong at time
of booking.

In addition to the above Mail Steamers the following:—

INTERMEDIATE (non-transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Leave	Due at
HONGKONG	SINGAPORE	SINGAPORE	LONDON
JAPAN	Feb. 14	Feb. 23	Mar. 31
SUMATRA	Feb. 25	Mar. 2	Apr. 14
NUHA	Mar. 14	Mar. 21	Apr. 28
JAVA	Mar. 28	Apr. 6	May 13
FORMOSA	Apr. 11	Apr. 20	May 26

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

* "SUMATRA" and "NUHA" call at MARSEILLES.

* "JAPAN," "JAVA" and "FORMOSA" carry only First Class Passengers.

For Passage apply to **E. A. HEWETT,**
Superintendent.

Hongkong, 6th January, 1906. [2707]

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE.

FOR BOSTON AND NEW YORK,
With liberty to call at the Malabar Coast.

THE Steamship

"YEDDO,"

Captain Baird, will be despatched for the
above Ports on or about TUESDAY, 27th inst.

For Freight, apply to
ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 7th February, 1906. [377]

VISITORS AT HOTELS.

Hongkong Hotel	Mr. G. H. Innes
Mr. K. Anderson	Mr. and Mrs. S. H. Jameson
Mr. and Mrs. S. H. Jameson	Mr. and

